

SECTION B. CONSOLIDATION AND CONTAINERIZATION POINT (CCP)

1. GENERAL

a. The consolidation and containerization points (**CCPs**) have evolved to make more complete use of SEAVANs, 463L pallets, and the **benefits** associated with reduced cargo handling. Since most shippers do not regularly generate full container or air pallet loads of cargo for shipment direct to receivers, the CCP provides a means for combining shipments from multiple shippers. These combined shipments may then be sent directly to single consignees or, by use of stopoffs or breakbulk points, to **multiple** consignees.

b. The **Military** Services and DLA have established CCPS throughout CONUS to consolidate cargo for onward movement by SEAVAN or 463L pallet. In addition, POES usually perform CCP functions for the multitude of loose shipments arriving at the port. The minor differences between procedures at the inland CCPS and at the water port CCPS are indicated in the following paragraphs. Despite these differences, the purpose and output of all CCPS are the same.

c. The inland CCPS are listed in appendix F5.

d. Service and Agency criteria for shipping to the CCP.

(1) Defense Logistics Agency (DLA)

(a) **With** the exception of those items listed below, all depot, vendor, and DoD-authorized Less-than Release Unit (**LRU**) shipments originating within CONUS are routed to the appropriate **DLA** consolidation and containerization activity for transshipment to service-designated overseas activities. Those shipments that are not eligible for consolidation at a DLA consolidation and containerization activity because of project code, required **delivery** date, size, weight, or commodity, or that are consigned to an activity not supported by a **DLA** consolidation and containerization activity, are forwarded directly to the appropriate aerial or water port or other **CONUS-sponsored service** designated activity. These shipments must be packaged and **marked** in accordance with MIL-STD-I 29.

(b) The Defense Distribution Depot **Susquehanna, PA (DDSP-W25N14)** consolidates Army and Air Force material for designated activities in Europe, Middle East, **Central/South America, Azores, .** and Africa. The Defense Distribution Depot **San Joaquin, CA (DDJC-W62N2A)** consolidates Army shipments for designated activities in the Pacific, Hawaii, and Alaska, and Air Force shipments for designated activities in Hawaii and the Pacific. **DDJC-Sharpe** facility also consolidates shipments of **Navy and** Marine Corps activities in Saudi Arabia, Okinawa, mainland Japan and Hawaii.

(c) Exclusions. The following material **and/or** shipments should not be routed to a DLA consolidation and containerization activity:

1 Release Unit (**RU**) shipments or a combination of LRUS which economically fill a SEAVAN for a single consignee or overseas breakbulk activity.

2 Single items oversize to a 20 foot SEAVAN with maximum item dimensions of height 85 inches by width 85 inches **by length 228 inches**; or occupying 50 percent or more of the space in a 40 **foot** SEAVAN, such as vehicles and **construction** equipment.

3 Air eligible items, as specified by individual service regulations, including special projects such as Army Air Line of **Communication (ALOC)** and Remote Area Support (**RAS**), that are outsized

to a **463L** pallet (88 inches by 92 inches by 96 inches), or greater than 10,000 pounds, that have not been diverted to surface.

4 Air Force, Marine Corps or Navy expedited and high priority (**TP 1** or **TP 2**) shipments with RDD of 999, 777, 555, N--, E--, or a Julian date less than 21 days from the date the shipper received the requirement (less than 60 days for Marine Corps shipments) that have not been downgraded to surface.

5 Parcel post eligible shipments, if more economical to ship via FPO or APO based on evaluation of both CONUS and **OCONUS** transportation costs.

6 Foreign Military Sales (**FMS**) shipments.

7 Shipments consisting of the following materials: aircraft, unboxed (water commodity codes 900-999); arms, ammunition and explosives (water commodity codes 40X-499 and 680-685); baggage/household goods (water commodity codes 360-399); boats (water commodity codes 640-642); bulk cargo, unpackaged, dry or liquid (water commodity codes (200-299); classified or intelligence material, controlled substances (water commodity codes 532, 533, 537-540 and 542); mail (water commodity codes 610-619); privately owned vehicles (water commodity codes 300-359); radioactive materials; refrigerated cargo (water commodity codes 100-1 99); special cargo (water commodity codes 800-899) including vehicles, oversized and **overweight** items; and subsistence, perishable (water commodity codes 500-529).

8 Shipments consisting of material requiring special handling with type cargo codes A-G, J-P, and R-Y and/or special handling codes 2-7.

(d) The points of contact for the DLA consolidation and containerization activities are: DDSP-New Cumberland Facility, DSN 977-6393/Commercial (717) 770-6393/ FAX (717) 770-8660; **DDJC**-Sharpe Facility, DSN 462-3558/Commercial (209) 982-3558/ FAX (209) 982-3986.

(2) Navy CCP

(a) Navy CCP process Navy-sponsored fleet support cargo moving from CONUS to ships and Naval overseas activities. The east coast CCP processes only air eligible cargo. The west coast CCP processes both air and surface shipments.

(b) Weight. Navy CCPS will accept all LRU cargo which meets Navy **eligibility** specifications. Parcel post eligible shipments must be forwarded directly to the ultimate consignee and not to a **CCP**.

(c) Maximum dimensions

1 Air, 88 inches, by 92 inches, by 96 inches.

2 Surface, 474 inches, by 92 inches, by 105 inches.

(d) Commodities

1 All commodities are accepted at Navy CCPS except for the following:

Class A, B, and C explosives shipments.

Shipments requiring transportation protective services.

Classified material shipments.

Perishable and subsistence items.

Personal effects or household goods shipments. This exclusion does not preclude such shipments for SEAVAN stuffing on the west coast.

Cigarette and alcoholic beverage shipments.

FMS shipments.

Radioactive materials licensed by the Nuclear Regulatory Commission.

Shipments of vehicles or boats.

Shipments approximating a truckload or with an aggregate weight of 10,000 pounds or more to a single consignee.

2 Additional exclusions for air consolidation shipments only.

Requisitions with "G" or "W" in the 1 **1th** position of the document number.

Poseidon and FBM material.

JCS designated projects.

Hazardous material shipment.

2. Procedures

a. Receiving for transshipment.

(1) Individual shipments usually arrive at CCPS accompanied by the appropriate TCMD information. At inland CCPS, a copy of the TCMD should be found in a waterproof envelope on the number one box of each shipment unit. The TCMD for shipments arriving at water port CCPS should have been provided to the port through the OCA. The CCP uses any available data and the assistance of the shipper and sponsoring Service to prepare documents for shipments arriving without **TCMDs**.

(2) The TCMDs the inland CCP receives from the shipper are prepared according to the **DI T_3/T_4** format (with necessary **DI T_5** through **T_9** entries). The spaces for entry of the van number (block 2/rp 4-8), POE (block **6/rp** 21-23), and **stopoff** indicator (block **16/43/rp** 63) are left blank for completion by the CCP. The TCMDs the port CCP receives through the clearance authority are prepared according to the applicable formats for single shipment units. The CCP alters or completes the TCMDs, as necessary, after loading the shipments into containers. ***The CCP will also prepare a Consolidated Shipment Information (DI TAW) in accordance with figure 2-B-13. This transaction reports new TCNS assigned when shipments are broken down to the MILSTRIP requisition or other document number level for reconsolidation for onward movement and for consolidations of shipment unit TCNS into higher level shipment configurations performed at the CCP.***

(3) When a shipment discrepancy (overage, shortage, or damage) is discovered, the CCP documents and reports the discrepancy according to the requirements of joint regulation AR 55-38, et al. (reference q). Prior to forwarding damaged shipments, the **CCP** also coordinates with the shipper, receiver, and/or sponsoring Service to ensure proper disposition of the materiel. **Recoopering**, remarking, repacking, and similar services necessary for safe onward movement are provided by the CCP. If the shipment was not prepared by the shipper according to military standards (except for marking), the CCP obtains either a fund citation to correct the deficiency (unless such costs are incorporated in other handling charges) or disposition instructions from the sponsoring Service. The CCP reports inadequate shipment preparation according to the requirements of joint regulation DLAR 4140.55, et al. (reference r).

(4) The water port CCP reports to the clearance authority any shipment which has not been received within 15 days following the ETA shown on the advance **TCMD**. Inland CCPS follow the procedures established by **MILSTAMP** and the Service or Agency for which they function.

b. Securing an ocean booking

(1) The CCP begins the container booking process by projecting the requirements for containers. To preclude a substantial increase in processing time and storage facilities, the cargo does not have to actually be onhand at the CCP to determine the container requirements. Instead, the CCP makes forecasts based on experience and insight into future trends.

(2) The CCP develops the container requirements for each destination stated simply by number and size (large or small, i.e., longer than 32 feet or not). The CCP submits the requirement to the **OCA/booking** office which books the total number of containers required with the appropriate ocean carrier. Having secured the booking, the OCA booking office then furnishes the CCP with a block of **TCNs**, one per container.

(3) The CCP coordinates directly with the ocean **carrier's** agent for spotting of empty containers. As containers are required, the CCP assigns an ETR and TCN to a specific container.

c. Loading the container

(1) Since the CCP is not required to identify in advance the SEAVAN consignee for each container requested, loading is accomplished as cargo is received and consolidated. To meet delivery requirements at lowest overall costs, the CCP usually loads ("stuffs") cargo into containers in the following descending order of preference:

(a) A full container load for a single consignee.

(b) A container load for delivery by stopoff service to multiple consignees in the same geographic area. The ocean carrier assesses an additional charge for each stopoff enroute to the final destination. Various Service/Agency publications and MTMC Pamphlet 55-13, (reference s), provide guidance on stopoff consignee selection, stowing, blocking, etc.

(c) A container load for delivery to multiple consignees through a breakbulk point (including a **WPOD**). The additional transshipment handling necessary at a breakbulk point usually results in additional transportation cost and time as well as providing increased potential for loss or damage.

(2) When loading the container, the CCP maintains consignor shipment unit **integrity** and uses a split shipment indicator (appendix C, paragraph 11 a.), as necessary.

WAVES

d. Preparing shipping documentation

(1) Prior to sealing the SEAVAN, the CCP places a contents list (**TCMD**, listing, interpreted punch cards, ETM, etc.) in a waterproof envelope labeled "Load List". The envelope is securely attached to the inside of the SEAVAN loading door. Both consolidated and partial load lists are made when the SEAVAN is loaded for stopoff deliveries.

(2) The **CCP** adds **necessary** container information (van number, POE, and stopoff indicator) to the TCMDs received from the shipper for each shipment in the SEAVAN. (The port CCPS also **convert** the DI T_0/T_1 entries to T_4.) The CCP then prepares a TCMD for the SEAVAN (**DI T_2/T_9**) as detailed in appendix D. The SEAVAN TCMD (**DI T_2/T_9**), along with the content TCMDs (**DI T_3 /T_4** and applicable T_5 through T_9) provide comprehensive information on the SEAVAN and its contents. Together they are the source documents for preparation of the ocean manifest.

(3) A TCMD or other document containing TCMD data is prepared by the CCP for SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide (reference p). Preparation instructions are outlined in appendix D, paragraph **3.b**. The CCP, at a minimum, maintains one signed copy to record acceptance by the original inland carrier. In addition, the CCP provides the inland carrier with at least two copies of the document. The inland carrier gives one of his copies to the ocean carrier's representative (e.g., gate guard, checker) when delivering the SEAVAN to the **carrier's** container yard.

(4) When the container must be moved to the POE by a negotiable document, the CCP prepares a CBL or GBL. Bill of lading includes the SEAVAN TCN, TCN for each shipment unit, and the complete van and seal numbers. The detailed procedures for completing and distributing the bill of lading are contained in the DTMR (reference j) for CONUS and in appropriate theater directives overseas.

(5) When a container carrying classified materiel, certain hazardous materiel, or RU quantities of inert components is shipped by an inland CCP, the CCP sends a REPSHIP to the next transshipper, e.g., WPOE. The REPSHIP is sent by ETM (or telephone confirmed by ETM) as soon as possible to ensure its receipt before the shipment. Complete details on REPSHIP procedures are contained in chapter 2, paragraph **B.4.e**.

(6) The inland CCP completes rp 15-17 of the intransit data format (**DI TK4**) received for GBL shipments. Details for completing and forwarding the intransit data are contained in appendix L. Port CCPS process the intransit data as detailed for POES in paragraph **C.2.d.(3)(b)**.

e. Moving the container to the POE

(1) The CCP coordinates directly with the ocean carrier's agent for pickup of full containers as indicated in the ETR instructions.

(2) The **linehaul** or drayage of containers is generally specified by the OCCA under the terms of the MSC Container Agreement and Rate Guide (reference p). The service is provided by ocean earners through interline agreements with commercial **linehaul** carriers. Other alternatives for **linehaul** or drayage which may be used (when indicated in the ETR) include using organic equipment and commercial tariffs, tenders, or other contracts

(3) Upon release of the container for delivery to the POE, the CCP submits complete advance TCMDs for the container to the WCA or OCCA. The advance TCMD is the notification to the OCCA and terminal that the container is stuffed and enroute to the **POE**. In addition, the TCMD ties together the SEAVAN TCN, the SEAVAN serial number, and the SEAVAN contents.

f. Holding, diverting, and tracing shipments are all actions in which the CCP may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The CCP may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is intended to be brief and only long enough for the CCP to receive diversion/disposition instructions from the sponsoring Service or clearance authority. As an exception to blanket holds placed on shipments during mass cancellation conditions, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the POE in accordance with the transportation priority on the TCMD.

(2) A transportation diversion is normally limited by cost, but maybe a change of mode (e.g., from water to air), a change of destination, and/or a change of route.

(a) Once the shipment has left the shipper, the cost of handling **normally** limits diversion (or hold) authorization. In addition, **after** leaving the shipper, only complete shipment units are diverted; i.e., individual line items are not removed from multiple line shipment units nor is a shipping container removed from a multicontainer shipment unit with one TCN.

(b) After a shipment has reached the CCP, a diversion between modes normally occurs only as a result of a change in the urgency of need. Such a change may result in a planned surface shipment being moved by air and is coordinated by the applicable clearance authority or booking office.

(c) A diversion to a different consignee or destination may result from conditions such as:

- 1 Strikes, national disturbances, or acts of God.
- 2 Supply cancellations.
- 3 Terminations of projects.
- 4 Changes in logistics buildup.
- 5 Modification of permanent change of station orders authorizing personal property shipments.
- 6 Change in the receiving locations for mobile units.

(d) A diversion in the route of a shipment occurs within a particular mode (i.e., air or water) and is usually directed and coordinated by the clearance authority or booking office.

(3) Shipment tracing through **MILSTAMP** allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. **While** tracing assistance is normally obtained from the clearance authorities, the CCP may occasionally be asked for transshipping data. The CCP responds **to** such requests by providing all available information. The formats used for tracing are detailed in **appendix M**.

g. If a discrepancy occurs in a shipment after it leaves the CCP and information is needed to process a possible claim, the CCP receives a request for information in the form of a TDR. Complete instructions on processing and distributing TDRs are contained in the joint publication AR 55-38/NAVSUPINST

461 0.33 C/AFR 75-18/MCO P461 0.19D/DLAR 4500.15 (reference q). Additional instructions for use overseas may be contained in applicable theater publications.

h. After completing a shipment, the **CCP** maintains records detailing the actions undertaken and including a TCN cross-reference file between shipment units and SEAVANs. Various Service publications detail the length of time and method for keeping such files.